

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

NOW SHOWING.

New Fabrics
FOR
SPRING
AND
SUMMER
GOWNS.STRIPED
ZEPHYRS
50 cts. YardMERCERISED
LAWNS
75 cts. YardFLOWERED
MUSLINS
50 cts. and \$1.00 YardFLOWERED
VOILES
50 cts. and \$1.00 YardCREPOLINES
LINENS
\$1.00 Yard

POPLINS

All the above are of
Exceptional Value.POWELL'S
Alexandra
Buildings.

Hongkong, 8th April, 1910.

CARUSO SURROUNDED BY
DETECTIVES.GUARDED IN OPERA FROM
"BLACKHAND" FURY.

New York, March 8.

This is Caruso day. The whole of the American Continent is talking of the astonishing precautions which have been taken, to protect the great tenor in this city. Last night he sang as Grimaldo in "La Gioconda" at Brooklyn, with half a dozen detectives disguised as Viennese peasants mingling with the chorus, with arms policemen clinging to the rafters above the stage, ready to shoot at any bomb thrower who might look like becoming dangerous; and officers of the law in immaculate evening dress in the stalls, or resembling excitable Italians in the galleries.

New York's police have seldom had such a glorious opportunity to hear grand opera for nothing.

This was all due to a series of "Black Hand" letters which Caruso had received during the last few days demanding 15,000 dollars, or offering him the alternative of assassination.

Caruso consulted the Chief Commissioner of Police, and, as a consequence, his first appearance in opera since the threats were received was made under the remarkable conditions of "arm" describing.

"Is this Brooklyn or medieval Italy?" asks one editor this morning. The presentation of such an opera as "La Gioconda" amounted to a touch of realism not attained by the most daring composer, even of work of the type of "Elektra." Caruso's opening lines, freely translated, are:

Base assassins! Base assassins!
Ye ate monsters! Ye ate murderers!
And again, in the third act he sings:
The sharp axe for me is waiting.
Open wide a dark abyss.

Some of the papers here go so far as to assert that Caruso had a loaded revolver in his pocket, but that is merely a dash of American journalism.

The audience was "immense." Its emotion as it listened was only equal to Caruso's immortal sob as he sang, "No bomb was thrown."

THE IRREPRESSIBLE DHOBI.

HIS TORTUOUS WAYS.

Mrs. Stone, who prosecuted her dhoobi in the Calcutta Police Court on Monday, is, says the *Empire*, to be congratulated on her public spirit, and it is to be hoped that the exemplary sentence inflicted on him by Mr. Keay, the Magistrate, will have the effect of inducing dhoobies generally to powder over the iniquity of their ways. In Mrs. Stone's case, the washerman simply sold the goods entrusted to him for cleaning purposes, and pocketed the proceeds, but it is notorious that the awful dhoobi has many other little ways of turning a dishonest penny.

For instance, we heard the other day (it was during the cold weather) of a dhoobi whose "chapkan" came undone at the breast and revealed to the searching gaze of the man sahib who was checking his washing a banian of the finest and most costly material. The question arose whether he was at all likely to have invested two months' profit in the purchase of such a garment, and the lady having debated it and resolved it in the negative, promptly taxed the dhoobi with unlawful possession. He was too startled to deny the impeachment, and it then appeared that the banian was the property of a well-to-do bachelor who had more of these things than he could wear—at least so the dhoobi said. But this confession did not save him from a severe reprimand, and before he left the house he became the unwilling possessor of three letters issued by the Religious Tract Society all bearing upon the lurid future of dhoobies who broke the eighth and tenth commandments respectively. The lady hopes that she has converted him—and so do we!

The favourite dodge of dhoobies, of course, is to hire out the newest and glossiest shirts entrusted to them by owners in Elysian Row, for the benefit of the Lotharios of Bow Bazar. These, says the *Empire*, garments doubtless figure at many dances and evening parties for which they were never intended. It isn't a nice subject, and we won't pursue it. Another trick is to hire expensive white dresses to fashionable beauties of Moujibhatta or other exclusive residential quarters, and these ladies employ their durbis to copy from them. For ways that are dark and words that are vain Ah Sin, was a plaster saint compared to many an innocent looking dhoobi or dury in this City of Palaces.

F. BLACKHEAD & Co.
SHIP HANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAIN
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1910.

Intimation.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
*Anemia, Debility and Consequence, to young women, children
and the aged. Invaluable in hot climates.*

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

01,033JK M11187E & 100, Hoag 1019.

Public Companies

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors, together with the statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,

G. MONTAGUE EDE,

Secretary.

Hongkong, 23rd March, 1910. [270]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,

G. MONTAGUE EDE,

Secretary.

Hongkong, 23rd March, 1910. [271]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-
DLESEX, LONDON, COLOMBO
AND STRAITS.

THE Company's Steamship

"MONMOUTHSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 8th instant. No claims will be admitted after Goods have left the Godown, nor will they be recognised if presented after 10 days of the vessel's arrival here. This vessel brings on 200 bales Woodpulp ex *Thames* from Treadshill.

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 2nd April, 1910. [192]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, hence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of April at 9.30 A.M.

All claims must reach us before the 15th of April, 1910, or they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO:
Kt S.S. *Aschen* from Rio de Janeiro:
" *Savona* from Smyrna.
" *Calisto* from Venice.
" *Herzog* from Zante.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 7th April, 1910.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, MIDDLESBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 2nd April, 1910. [193]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of April, at 9.30 A.M.

All Claims must reach us before the 11th of April, 1910, or they will not be recognised.

No Fire Insurance will be effected by the Undersigned.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 4th April, 1910. [17]

FROM NEW YORK.

THE H. A. L. Steamship

"ARAGONIA"

Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 5th April, 1910. [199]

Dentistry

Dr. M. H. OHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [12]

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, PAGANIAN STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 19th June, 1910.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 24th March 1910, 100 lbs; per 5 Mss.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yek 20

" Roast—Shiu 20

" Breast—Ngau Lam 18

" Soup—Tong Yek 15

" Steak—Ngau Yek Pa 20

" Sirloin—Ngau Lam 20

" Sausages—Ngau Yek Cheung 25

Bullock's Braler—" Know 10 per set

" Tongue fresh—Ngau Li 10 each

" Corned—Ham Ngau Li 60

" Head—Ngau Tai 80

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kia 10

" Feet—Ngau Keok 8 each

" Kidneys—Ngau Yek 10

" Tail—Ngau Mei 10

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 6

Calves Head and Feet—Ngau-chai-tan-keok 100

" Mutton Chop—Yeung Fai Kwai 25

" Leg—Yeung Fai 25

" Shoulder—Yeung Shau 20

Pigs Chittlings—Chi cheung 25

" Brains—Chi Keok 25 per set

" Feet—Chi Keok 12

" Fry—Chi Chek 25

" Head—Chi Tau 10

" Heart—Chi Sum 10 each

" Kidneys—Chi Yek 10 pair

" Liver—Chi Kon 10

" Pork Chop—Chi Fai Kwai 25

" Corned—Ham Chu Yek 25

" Log—Chi Fai 25

" Fat or Lard—Chu Yek 25

Sheep's Head and Feet—Yeung Tai 25

" Keok 25

" Heart—Yeung Sum 25 each

" Kidneys—Yeung Yek 25

" Liver—Yeung Con 25

Suckling Pigs, To Order—Chu Chai 25

Suet, Beef—Sang Ngau Yek 25

" Mutton—Sang Yeung Yek 25

Veal—Ngau Chai Yek 25

" Sausages—Ngau Chai Yek Tong 25

POULTRY.

Chicken—Kai Chai 25

" Gapon, Large, Small—Sin Kai 25

Ducks—Ap 25

" Ducks—Fai Kai 25 each

Eggs, Hen—Kai Tan 25 per doz

Fowls, Canton—Kai 25

" Hainan—Hoi Nam Kai 25

Geese—Nga 25

Goose, Wild Shanghai—Sheng Hoi Yek 25

" Wild 25 pair

Musk Deer—Wong Keng 25 each

Hare—Ta Chai 25

Partridge—Che Khoo 25

Pheasant—Shan Kai 25 pair

Pigeons, Canton—Pak Kip 25 each

" Hoihow—Hoihow Pak Kip 25

Quail—Um-Ghun 25

Rice Birds—Wo Fa Cheuk 25 dozen

Snipe—Sa Chai 25

Turkeys, Cock—Ye Kai Kong 25 per B

" Hen 25 Na 25

Wild Ducks, Shanghai, Sol-up 25 pair

Teal, Shanghai, Sol Ap Chai 25

Wild Ducks Canton—Sang Shing Sol 25

Ap 25 per pair \$ 1.40

FISH.

Barbel—Ka Yek 25

Bream—Bin Yek 25

Canton Fresh Water Fish—Hoi Bin Yek 25

Carp—Li Yek 25

Catfish—Chik Yek 25

Codfish—Man Yek 25

Crabs—Hoi 25

Cuttle Fish—Mak Yek 25

Dab—Sa Mang Yek 25

Dace—Wong Mei Lun 25

Dog Fish—Ti Ta Sa 25

Kala, Conger—Hoi Man Yek 25

" Fresh water—Tam Sol Yek 25

" Yellow—Wong Sin 25

Frog—Tien Kai 25

Garoupa—Sek Pak 25

Gudgeon—Pak Kip Yek 25

Herring—Tao Pak 25

Hillbit—Cheung Kwai Yek 25

Labrus—Wong Fa Yek 25

Loach—Wu Yek 25

Lobster—Lung Ha 25

Mackerel—Chi Yek 25

Milk Fish—Mou Yek 25

Mullet—Chai Yek 25

Oysters—Sang Hoi 25

Parrotfish—Kai Kong Yek 25

Pike—Tau Loo 25

Pike—Fa Fye Poong 25

Pike—Fan Yek 25

Pomfret, Black—Hak Cheung 25

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER

PALATABLE

AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 21st March, 1910

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).
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additional \$1.00 per quarter is charged for postage.
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world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 8, 1910.

CHINESE ADAPTABILITY.

There is no cause for explaining such a
caption as that given above, for the simple
reason that in all walks of life and in all
countries to which the sons of the Middle
Kingdom find their way, the Chinese—be
they settlers or planters, miners or merchants—
immediately put themselves on a parity with
their surroundings and establish themselves
with a due regard to the law of supply and
demand that appertains to the land tem-
porarily adopted by them for business
purposes. In this regard, the Chinese re-
semble the Scots, who get the name of being
able to outlive any assemblage of people
who are native to the soil. If it is true, then
it is no wonder that the Jew is *non est* in
Aberdeen, for the reason that he cannot
make his bread and butter, for Aberdonians
form the larger part of the Scots who find
their way abroad—probably being sent out
of the country for their country's
good. As a matter of fact, the most
potent members of the Scots' crowd
that annually invade the coast of
China come from Glasgow and the Clyde.
But still the ominous deliverance (for the
Aberdeen folk) remains that the Scots peo-
ple who come out to China are styled
generically by the Chinese as "Hakkas." As
the writer is a Hukka himself, he cannot
do better than state that the term "Hukka,"
as employed by the Cantonese, is a term of
mild reproach such as might have been
used by the Spaniards against the Moor.
They comprehend an aggressive force, more
ready to fight than to negotiate, and if it comes
to the right of possession nothing can un-

for the ability to have should, as the Curzon
motto suggests, be qualified by the capacity
to hold. But this is wandering away from the
subject with which we proposed to treat.

The dissertation, however, may serve to show
how history repeats itself in that a nation
which is a patriarch amongst the nations
finds the counterpart of one of its own con-
sistents acting in a not unimportant national
capacity in the British Isles 8,000 miles
away. If one needed evidence to prove that
the Chinese have not got the sense of adap-
tability very highly developed, one would
only require to proceed to Glasgow, the com-
mercial capital of Scotland, to discover one's
mistake. In London a Chinaman with his
queue down—except near the docks—would
be followed by crowds of yelling gamins who
would delight in "pulling the bell" as they term
it. An unoffending Chinese unescorted could
hardly pass down Pall Mall or Piccadilly
without having his susceptibilities offended by
vulgar stares or remarks; whilst in Hukka-
land—in Glasgow, forsooth—the Chinese
visitor, be he gentleman or sailor, can pursue
his course along the streets immune from
molestation and without hearing a word that
could offend his national or personal pride.

There is a big Chinese community, both in
Glasgow and Liverpool, who are quite able
to look after themselves effectively and this
result is brought about by nothing else
than their adaptability. There is an old
saying that when in Rome we should "do
as the Romans do," and in the adoption of
this maxim no people have shown themselves
more apt than have the Chinese. In China
itself its observance by the foreigner is vital
to his existence, but wherever we go—whether
to the sun-struck lands of Northern
Australia, to the scorching tracts of Borneo,
to the seething climes of the Malay States,
to the fruitful sugar groves of Java, to the
sterile steppes of Formosa, to the crowded
"booths of Frisco"—everywhere you will find
that he settles down to suit his environment
and that he has capacity for so settling
down, content with his lot, that belongs to
few peoples excepting the Scots. It is
generally maintained, and often asserted,
that the English race carry their insular
customs, observances and prejudices along
with them. That it is true we have every
reason to believe, but even the ancient
soldier and scribe—some of us had physical
reason to deplore that he ever penned his
Third Book—made it clear that he dreaded
most the *perfidium colorum* of North
Britain. So with the Chinese. They are
intensely national. They hate reforms as
the Enemy of Mankind is said to hate holy
water. Still they are ever ready to adopt
leading suggestions from Europeans who
take up residence among them. The tale
is as old as the hills about the Chinese
tailor who got a pair of old clouted
pants from a European as a sample upon
which to form a new garment and of how
the production was of such
exactness that even the very patches were
reproduced. The story is too old to be
laughed at. It recalls a time when Euro-
peans fresh from the fruitful fields of
European scientific discovery and equip-
ment proclaimed the Chinese to be as
naïve as a stagnant pond, devoid of imagina-
tion or invention. As a matter of fact
if St. Paul had come to China
instead of going to Macedonia as he did,
he would have found a people—
who probably would not have listened to
his preachings, they having such a beautiful
religion of their own—but who had master-
ed the seafaring art so as to be able to sail
against the wind instead of being delayed by
adverse gales as was the case with him in the
waters of the Mediterranean; who had com-
passes to guide them across trackless seas,
and gunpowder with which to frighten away
the evil beings of the air and of the nether
world. Neither in those days nor in later
times can the Chinese be accused of inadapt-
ability. If, at the present they are show-
ing proclivities for cultivating the arts which
Western science, has introduced, it cannot
be forgotten that the basis of our scientific
knowledge was imparted from the tomes of
the ancient straight-haired people who were
a nation when Europe knew no civilisation.

LOCAL AND GENERAL.

A RENT-collector was this morning charged
with the alleged larceny of \$4,840. The case
was remanded, bail being allowed in the sum
of \$1,000.

SERGEANT Gordon this morning prosecuted a
Chinaman with bring to unlawful possession
of a revolver. The man was discharged with a
caution, the weapon being confiscated.

At 11 o'clock this morning a Chinaman
of about 40 years of age, dropped dead while
walking along Connaught Road near the Har-
bour Office. Death was probably due to heart
failure.

PLANTERS throughout the Visayas are busily
engaged increasing their sugar acreage and
though it is quite improbable that the 300,000
ton limit can be reached, it is probable that
the present crop will be doubled next year.

A CHINESE was charged in the Police Court
this morning with the larceny of \$900 on board
the s.s. *Kin An*. The man stated to the victim
that he was empowered to search for opium
and exchanged the valuable bundle for one
containing a quantity of cash. The case was
remanded.

THE Kitchener Memorial Fund Committee
have decided upon erecting an equestrian
statue on the Calcutta Maidan and are now
in wiring in London for a sculptor.

ALL vessels are cautioned not to anchor so
as to swing within 200 yards of the dredger
working off the reclamiation work, Singapore.
And any vessel must immediately shift berth
if called upon to do so, by the master of the
dredger.

It is thought that Lord Kitchener may recom-
mend the stationing of some Regular troops
at Wellington for a few years. This would
doubtless provide a valuable object lesson
which would be especially effective in con-
nection with the initiation of a system of com-
pulsory training.

THE Bombay Fire Insurance companies have
incurred such heavy losses of late over cotton
fires that they have decided to cancel all policies
on soft cotton. They have also raised their
rates in some cases by as much as fifty per
cent. The Bombay cotton market is seriously
disturbed in consequence.

WHILE the s.s. *Aymric* was leaving port yes-
terday, she was signalled to stop by a Police
launch and on a search being made by the
Police officials, 28 stowaways were found
secreted in various parts of the ship. The men
were charged in the Police Court this afternoon
and were awarded three months' hard labour
each.

A WRITER of Service notes in a home paper:
says that bluejackets of the Navy have been
warned not to bring chocolate, cocoa, tea, jam,
marmalade, sugar, or raisins which have been
purchased on board ship ashore, as these
articles are liable to duty. This is one of those
vexatious little regulations which, while per-
fectly legal and logical, cause a good deal of
irritation to married bluejackets.

THE population of New South Wales on
December 31 last, numbered 1,645,445, an
increase for the year of 40,136. Of this number
4,321 are assisted immigrants. The natural
increase is the highest on record. The birth
rate is 36.94 per 1,000 of the population, being
slightly above the average for the preceding
five years. The number of marriages is the
highest on record.

BEFORE Comd. Basil Taylor, R.M., Marine
Magistrate, this morning, Sang Lam, owner of
licensed cargo-boat No. 761, prosecuted Wan
Kam Shing, master of the steam-launch
Yuen Ho for unlawfully disregarding the rules
of the road at about 3.20 p.m. on the 5th inst.
in the waters of the Colony. After hearing the
evidence, His Worship found defendant guilty
and ordered him to pay a fine of \$20, or six
weeks' hard labour.

AMONG the arrivals at Manila on 5th inst.
on the steamship *Ryūhō* from Hongkong were
Mr. J. W. D. Miles and Mrs. Bolles. Mr. Bolles
is the general manager and representative of
the Standard Oil Company in the Orient from
Bangkok, Siam, to Amoy, China, including
Formosa and the Philippines, and comes here
on business connected with his company, says
the *Colombo*. Mr. and Mrs. Bolles are guests
at the Bay View Hotel. A fellow-passenger
with them from the China coast is Mr. Ludwig
Ruprecht, whose father is in charge of the ship-
ping on the Standard Oil Company in the east.

IN the Summary Court this morning, several
actions were mentioned in which John Gran-
tis the defendant but the latter failed to put
in an appearance. The Asior House Hotel
claimed \$450 for board and lodging and it was
it was stated by an employee of the Hotel that
he had several times tried to cash a certain
check signed by the defendant but the deco-
ment was dishonoured each time, the defendant
evidently not having an account with any of
the Banks. Judgment was entered for the
plaintiff. Judgment was also entered in fa-
vour of Messrs. H. Rotunjee and son for
\$1,969 for goods sold and delivered.

THE six illegally deported Chinese who re-
turned to Manila a short time and whose cases
were taken up by the board of special inquiry
of the immigration division of the bureau of
customs, are still confined in Bilbil prison,
by order of the court of first instance, in the
custody of the sheriff. The report of the action
of the board in these cases has been completed
and goes for review to Collector McCoy who
has gone up in the mountain resort. The board,
in its report, was unanimous in granting the
privilege to three of the Chinese and stood
two for and one against landing the other
three. In a decision Judge A. S. Crossfield
stated that if a reasonable time elapsed before
the investigation was completed he would ad-
mit the prisoners to bail.

THE *Ma-Hi* *Coblin* vs. of 5th inst. says:
Suganami and Kawada, the two Japanese who
were captured by the military authorities in the
act of arranging for the purchase of photographs
and drawings of Corredor, were passengers on
the Japanese vessel *Yed Maru*, which left
this port yesterday at noon. The men were not
deported; but their departure was arranged by
the Japanese consul here, acting as the repre-
sentative of the good element in the Japanese
colony here, not as the official representative
of Japan. The *Yed Maru* is bound for Takao,
Formosa, where it will take another steam-
ship for their native land. The following refer-
ence to the writ of habeas corpus was made yester-
day morning by General Duvall, through his
counsel, Mr. Lanier, of the attorney general's
office: "Comes now the respondent William
P. Duvall, Major General of the United States
Army, commanding the Division of the Philip-
pines, by A. S. Lanier, Assistant Attorney of
the Bureau of Justice, his counsel and makes
return to the order, dated April 4, 1910, hereto
attached, as follows: That the said Kenichi
Kawada and Shinichi Suganami, the persons
named in the petition filed in the above entitled
proceedings, were released by order of the
respondent, pursuant to instructions from the
Secretary of War of the United States, of
April 1st, 1910, and that they are now in his
custody, of power or order of the
respondent."

DISPUTE BETWEEN SHIPPING MEN.

MASTER MARINERS AT THE MAGISTRACY.

An interesting case was heard before Mr. E.
R. Hallifax at the Magistracy this morning,
when Capt. Medley, Master Mariner, at present
residing in the Sailors' Home, charged, Capt.
Jenkins, Master of the s.s. *Taiwan*, with
alleged assault on the 7th March last. Mr. P. S.
Dixon prosecuted, and Mr. M. R. Harris ap-
peared for the defendant.

Mr. Dixon stated that the defendant was
charged with assault committed in the
private bar of the Hongkong Hotel on the
7th March last. The complainant was on that
date taking a drink and apparently without
any provocation, defendant came up and
struck the complainant on the cheek. The
latter asked the barman to call a policeman
but either because he was too busy or for some
other reason, the barman refused to do so.
Complainant then went up to the Police
Station and charged the defendant with
assault. At the time it was pointed out to his
Worship and his Worship saw the state of
complainant's face.

Complainant stated that he was a Master
Mariner and was at present unemployed. He
had held positions in the China Navigation
Company and other Companies. On the 7th
March last, he was having refreshment in
himself in the private bar of the Hongkong
Hotel, when Capt. Jenkins came up to
him, and, closing his fist, struck him
on the cheek, breaking one of his teeth
and driving two others into his lip. He
rose and asked the defendant why he
had struck him. Defendant replied he
had a right to, and as witness did
not understand the insinuation and as he did
not wish to strike back in a hotel, he went
and washed his mouth. He asked the barman
to call a policeman but as the latter refused to
do so he charged him himself.

Mr. Harris—You were on the *Allie Warner*,
I believe?—Yes.

You were discharged because you used to
get drunk?—I went of my own accord.
You discussed the question of drunkenness
before you left?—I did not. There was no
discussion whatever.

You discussed the question of drunkenness?
Witness (exclaimed)—What do you wish to
insinuate?

Don't shout. You were also on the *L. Quing*?
—Quite right.

You were at the Hongkong Hotel yesterday?
—I don't think that has anything to do with
this case.

Mr. Dixon—Really, it's quite irrelevant.
You were there?—Yes.

You went there with the object of getting
drunk?

Witness (Very loudly)—No, I did not.
Was it a fine night or a rainy night on the
7th of March?—Fine night.

What time?—I didn't look at my watch but
it was between 7 and 8 o'clock as far as I know.
Were there any people in the bar who saw
Capt. Jenkins strike you?—After I washed
my face, I saw some of my friends.

You suddenly discovered that some of your
friends were there?—I discovered them after I
had washed.

How many people were there altogether?—
Thirty people.

Did any of them see Capt. Jenkins strike
you?—No, but they saw I had been assaulted.
Have you been able to get any of those peo-
ple as witnesses?—No, they are people I don't
know and I did not like them to be mixed up
in this case.

You haven't been able to get any of them?—
I've got two.

How long have you been a Master Mariner?
—Seventeen years in one service.

In actual command?—Yes.

Were you ever in actual command on the
China coast?—No.

Why?—Because I couldn't obtain employ-
ment.

Do you owe any money to the defendant?
—Excuse me, he owes me.

Oh, he owes you?—He gave me \$50 and I
gave him back \$30.

Were you standing up when the defendant
came up to you?—No, I was sitting down.

Defendant was standing up?

Defendant says you attempted to strike him
first?—I could not. I was sitting down.
Would you have struck the defendant had
you been standing up?—I wouldn't have liked
to strike back in a hotel but I daresay I would
have struck him had I been standing up be-
cause there's no reason why a man should
strike another without any provocation. It
may be insinuated that I was the worse for
liquor but I was not. I was naturally very
excited. The only reason for the assault which
suggests itself to me is because defendant knew
that I was going to be one of the witnesses
against him in a slander action brought against
him by Fisher in the Summary Court.

Mr. Thomas Ivers, Third Engineer of the
s.s. *Zeyro*, spoke to witness an altercation
between Jenkins and Medley over some money
matter. The complainant came up to him
and showed him his mouth, which at the time
was bleeding.

Mr. Harris—Were there any policemen at
the bar?—Yes.

How was the complainant whose face is
supposed to have been half murdered and the
Police did not think fit to interfere?—As a matter
of fact, I don't know if there were any police-
men, I was told so.

Oh, you were told so?—Yes.

Mr. Thompson, of the Hongkong Hotel, stated
that at 7.15 p.m. on the 7th March the No. 7
boy of the private bar sent for him and said
something about being told not to serve a
certain customer in the private bar but in the
public bar. He went downstairs, when Medley
asked him to send for a policeman, but he told
him that as he did not actually see him strike
call on himself, his face was slightly
discoloured and he himself was not actually
seen. When he went down, the man (Jenkins) sitting

down in the company of the last witness about
three yards away from the complainant. Jenkins
and Medley were having a discussion over some
money matter. Medley asked witness to send
for the manager but he told him to do so him-
self by sending up his card with the counter-
boy. Complainant did not send for a policeman.
Mr. Harris at this point stated that the defence
was quite prepared to go to the length of
saying that Capt. Jenkins had struck the
defendant but it was done in self-defence and
the blow was of a slight character. Medley
was the worse for liquor and attempted to
strike Jenkins first. It was more or less a
trumped-up case brought at the instigation of
Fisher, who had been concerned in the slander
action. The evidence for the prosecution was
conflicting. Complainant declared there were
thirty people in the bar at the time the alleged
assault was committed, whereas the nearest they
could get to that number was fifteen, according
to the story of Mr. Thompson.

Capt. Jenkins stated that he had been a
Master Mariner for about thirty years. He
had been in command for at least twenty years
and had never been discharged from any ship.
He was engaged on the China coast for the
last fourteen months and was at present Master
of the s.s. *Taiwan*. On the night in question,
he saw Medley in the private bar of the
Hongkong Hotel and thought he might as well
try and obtain some money which he had lent
the complainant. He went up to the com-
plainant and asked him for his money. Medley
attempted to assault him and he struck him in
self-defence. After that Medley went about
singing for a policeman. There were about
fifteen people in the bar. Witness stayed in the
bar till eleven o'clock and did not see Medley
again that night.

Mr. Dixon—You inflicted a rather serious
blow on complainant's face?—No.

The month was covered with blood?—No,
it merely trickled.

It was a nasty blow?—I don't think so.

But I saw his face the next morning?—You
are asking me a question.

It was a nasty blow?—I don't think so.

You knew that complainant was going to be
one of the witnesses against you in the slander
action?—It is untrue.

You went up to him and said "You are up
against me"?—I did not.

If, as you say, complainant attempted to
strike you first, don't you think it would have
been better to have charged him in the Police
Court?—I don't believe in washing dirty linen
in Court.

You preferred to fight the matter out?—I'm
not much of a pugilist. I don't think so.

A petty officer from H.M.S. *Virago* stated
that he saw Jenkins and Medley engaged in a
heated discussion on the night in question;
Medley struck at Jenkins with his fist but be-
fore "you could think very nearly" Jenkins
quickly struck Medley in the face, after which
Medley went about shouting for the Police. He
went up to talk to people as they entered the
bar-room but they turned away and went up to
the bar.

Further evidence having been called, Mr.
Harris addressed his Worship and said Capt.
Jenkins was a man whose story could be
believed. He described the charge as frivolous
and then went on to say that the witnesses for
the defence were credible witnesses, while on
the other hand complainant had lied in several
respects. He asked his Worship to discharge
the defendant on the merits of the case and to
seriously consider whether it was expedient
having regard to the evidence adduced to
bound over the defendant to keep the peace,
which was the usual practice of the Court in
cases of that kind. He asked his Worship not
to follow the practice in that case, as the mere
fact of a Master Mariner being bound over
would most likely lose him his job.

His Worship discharged the defendant.

AIP VAN WINKLE RETURNS.

FORMER ARMS DEALER ARRESTED.

What is most probably a record in the
annals of the Hongkong Police Force was
accomplished by Detective-Sergeant Grant
yesterday. Some two years ago, a Chinese
arms-dealer obtained from W. Schmidt and
Company, dealers in arms and ammunition,
by means of a forged order purporting to be
from a Mr. de Souza, 900 rounds of ammuni-
tion. No sooner was the fraud perpetrated
than the wily one sought shelter from the
relentless arm of the law in his native coun-
try. He evidently believed that after the
 lapse of two years, the police had quite for-
 gotten the "little incident," for about a month
ago he returned to the Colony to see whether he
could not gull more people. In this he was sadly
mistaken, for the Police had been keeping a
watchful eye on the possible re-appearance of
the swindler and on being seen in the streets
yesterday the little mouse was pounced upon
by the patient cat in the person of Detective
Grant. He was charged this morning and
formally remanded.

AMATEUR BILLIARD CHAMPIONSHIP.

THIRD ROUND.

The third round in the above Championship
took place last night at the V.R.O. The
first match of Silver vs. Cameron did not come
off owing to both men not putting in an
appearance. The second match was that of
McLENNAN vs. YVANOVICH, and proved a
good game. At the early stage of the game
the two were very even, and when the 250
mark was passed, Yvanovich had a lead of
over 50 points, and this lead he kept on
increasing till the finish, when he won with
the big margin of 101 points to spare. The
best breaks of the evening's play were
Yvanovich, 25, 25, 21, 25, 31 and 30. Mc-
Lennan's, 13, 15, 14, 29, 17, and 15.

To-night's games will be—
Thompson vs. Leung Kam Kwong.
Carrillo vs. Pitt.

The latter match promises to be the best in
the whole competition, and a grand and even
game will be witnessed.

AN IMPRISONED DEBTOR.

CLAIM BY A JEWELLER.

Before Mr. Justice Gompertz, Police Judge,
in the Summary Court this morning, Mohideen
Thaba, Jeweller, of d'Agullar Street, sued Alex.
Almadoff for \$745 for goods sold.

His Lordship (To defendant)—Do you ad-
mit the debt?—Yes, sir.

Why don't you pay it?—I'm at present in
gaol for debts incurred in connection with the
Salon Cinematograph and I'll try to pay the
money as soon as I come out of gaol.

Judgment was entered for the plaintiff.

A TAILOR'S CLAIM.

SEARCHING QUESTIONS BY THE
PULSIE JUDGE.

In the Summary Court this morning, Messrs.
Ah Men and Hing Choo, tailor, filed a suit
against Chu Ki to recover the sum of \$15.50
for goods supplied.

Defendant, who was dressed in Western
style, was called.

His Lordship—Do you admit the debt?—Yes.
His Lordship entered judgment for the
plaintiffs.

Defendant—I would ask for a stay of execu-
tion for a week.

His Lordship—What are you?—A clerk.

Where?—In Messrs. C. Johnstone and Com-
pany.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

Why do you want a stay of execution for a
week?—Because I'll get my pay on the 15th.

Why are you paid on the 15th?—Because I
join on the 15th and it is the custom there to
pay me on the 15th.

Can't you get any advance?—No.

The plaintiff was at this stage called.

His Lordship—What is the defendant?—A
clerk.

What does he draw?—I really don't know.

Is the defendant likely to run away?—I
cannot say. He has put me off from time to
time.

Do you agree to a stay of execution being
granted for a week?—I leave the matter in
the hands of Mr. Davidson. If he agrees to a
stay I'll take his word for it (Laughter).

Judgment was entered for the plaintiffs, a
stay of execution being granted for a week.

APPLICATION FOR ADJOURNMENT.

INTERESTING DISCUSSION IN THE SUMMARY
COURT.

POSITION OF NEW RUBBER COMPANIES.

VALUABLE ANALYSIS AND COMPARISON BY MR. ARTHUR SHEPHARD

A few months ago, by the courtesy of Mr. Arthur Shephard, we were able to present to our readers in a summarised form the result of a most careful and searching analysis of leading rubber companies, showing the average age of their trees, the cost per acre of the rubber, face value of the shares, their price at September 15, 1909, and the cost per acre of rubber to investors at these September prices.

We are again indebted to Mr. Shephard for permission to make extracts from a supplementary table in which he makes a comparison of some of the newer companies. This table was published in The Financialist and the demand for it was so great that it had to be repeated in a subsequent issue of the paper. Afterwards it was published in pamphlet form by The Financialist and Bullionist, and again there was a tribute to its great value in the demand which followed.

In the introduction to the table Mr. Shephard says:—

"It is necessary for me to point out that no attempt has been made in the table to show what an estate may actually be worth. My object is only to convert the market price of that share into an equivalent market valuation of the company's estate, and to show an investor who purchases shares at the present market price approximately how much he is paying per acre for rubber land of given age. For the purpose of maintaining a fairly correct ratio between the values of planted land of differing ages, a scale has been adopted such as is used by professional rubber valuers, and the market price of the shares has been made to decide what is the market valuation of each year's planting, according to the scale which I have adopted.

"Every care has been taken to show as accurately as possible the number of acres planted in each year, but as the reports of some companies still quote the number of trees instead of the number of acres, some estimating has been unavoidable. The planting distance has been taken into consideration, and inquiries of the companies' officials have sometimes elicited the desired information. As the particulars thus obtained have been adjusted to agree with the published acreage totals, it is believed that any discrepancy which may exist will not be of sufficient importance to vitiate the general accuracy of the calculations.

"The average age of the rubber has been calculated to the end of 1909, and the average cost per acre of rubber has been ascertained by taking the cost of the estate and development expenditure as shown in the company's balance-sheet (for the purchase price and preliminary expenses as given in the prospectus), after making a moderate deduction for the unplanted land—£3 per acre.

"The result is shown under two headings:—

(1) The cost as ascertained from the item in the company's prospectus or balance-sheet, less the estimated value of the unplanted land.

(2) The cost, after further deducting the reserve funds and any other undivided profits which the company could (if the directors so desired) apply in reduction of the book cost of the estate.

In the case of some of the older companies, where the profits in hand are considerable, the difference is important.

"The price per acre the investor is paying for rubber is the essential feature of the table. The balance-sheet of each company has been dissected, and the results shown in the table have been arrived at by calculating the price at which the company would have to sell its estate if it desired to realise all its assets, all its liabilities, and return to its shareholders (as on a winding-up) a sum equal to the present market value of the shares.

"Options granted by a company over its unissued shares form a charge which will allow the option-holder to come in at some future time, and share the prosperity of a company; and this, of course, can only be done to the detriment of the holders of the shares already issued. In making the calculations it has been assumed, therefore, where shares stand at a premium, that the options will be exercised. But they have been valued not at the price which a buyer might be expected to pay on the Stock Exchange for a call of shares, but only as the option affects the financial position of the company and its present shareholders—that is to say, if £1 shares are quoted at £1 5s, it has been assumed that the option is worth 5s. (equal to a £1 share, nothing paid).

We should explain that the exigencies of space have compelled us to modify the arrangement of the table somewhat, but even in the condensed form we have no doubt whatever that it will be of great interest and value to readers who are unable to procure copies of The Financialist, or of Mr. Shephard's pamphlet.

THE COMPARATIVE TABLE.

NAME OF COMPANY AND SITUATION OF PROPERTY.	Capital Issued.	Total Cost of Estate.	Total Acreage.	Average age of rubber.	Years when Planted.					Average age of rubber.	Average cost per acre of rubber.	Face value of shares.	Amount paid up.	Market Price		Options granted by the Company.
					1906.	1907.	1908.	1909.	1910.					Feb. 16 1910.	Equal to per acre.	
Aengseng (Java).	25,000	99,35	1,526	324	...	...	...	...	...	...	...	...	...	...	...	...
Alajar (F.M.S.)	75,000	61,620	1,950	681	241	63	179	202	...	...	...	...	...	...	...	...
Alor Pongu (F.M.S.)	15,000	25,500	983	258	...	...	...	...	...	...	...	...	...	...	...	...
Bradwall (Johore).	113,000	85,026	8,000	1,030	150	100	140	340	230	...	...	...	...	...	...	...
Anglo Sumatra (Sumatra).	80,000	71,253	2,837	2,039	452	138	920	231	174	...	...	...	...	...	...	...
Bateng (Selangor).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Batang Malaka (F.M.S.)	40,000	35,464	1,904	771	90	144	128	391	18	...	...	...	...	...	...	...
Bikam (F.M.S.)	47,000	37,480	2,731	867	...	...	...	...	...	...	...	...	...	...	...	...
Bradwall (F.M.S.)	15,000	40,810	1,257	700	35	340	331	...	...	...	...	...	...	...	...	...
Bujong (F.M.S.)	75,000	50,600	2,943	680	50	250	290	90	...	...	...	...	...	...	...	...
Carey United (F.M.S.)	30,000	18,880	1,002	316	...	...	...	...	...	...	...	...	...	...	...	...
Cheong (F.M.S.)	150,000	65,700	5,183	411	103	64	171	13	...	...	...	...	...	...	...	...
Choi (F.M.S.)	70,000	31,612	2,130	607	...	...	...	...	...	...	...	...	...	...	...	...
Dunsmuir (Krian).	47,000	37,430	1,050	402	40	80	115	130	...	...	...	...	...	...	...	...
Dunsmuir (Krian).	119,000	87,500	8,553	970	150	353	123	170	...	...	...	...	...	...	...	...
Doolalla (Ceylon).	73,000	65,700	2,943	680	...	...	...	...	...	...	...	...	...	...	...	...
Federated Malay (F.M.S.)	40,000	87,755	5,114	2,618	970	476	681	501	...	...	...	...	...	...	...	...
Gedong (Perak (F.M.S.))	48,000	37,490	975	300	...	...	...	...	...	...	...	...	...	...	...	...
Higoda (Ceylon).	34,000	24,344	1,701	416	...	...	...	...	...	...	...	...	...	...	...	...
Jura Estates, Ltd. (Straits)	80,000	69,501	1,910	390	...	...	...	...	...	...	...	...	...	...	...	...
Kelantan Estates (Straits)	60,000	10,065	2,817	124	...	...	...	...	...	...	...	...	...	...	...	...
Kepong (Malay (F.M.S.))	24,500	33,860	1,560	596	50	410	48	68	...	...	...	...	...	...	...	...
Kerak Rubber Co., Ltd. (S. India)	33,000	21,910	3,100	1,212	...	...	...	...	...	...	...	...	...	...	...	...
Kota Bharu (F.M.S.)	31,900	15,960	2,000	287	...	...	...	...	...	...	...	...	...	...	...	...
Kota Tinggi (Johore).	25,000	15,150	1,116	170	...	...	...	...	...	...	...	...	...	...	...	...
Krubong (Malacca (Straits))	20,000	15,150	798	172	...	...	...	...	...	...	...	...	...	...	...	...
Kuala Pah (F.M.S.)	60,000	38,000	9,500	200	...	...	...	...	...	...	...	...	...	...	...	...
Lendu (Straits)	37,500	23,590	1,221	473	...	...	...	...	...	...	...	...	...	...	...	...
Lumut, F.M.S.	200,000	104,107	7,213	3,333	...	...	...	...	...	...	...	...	...	...	...	...
Malacca Plantation (Straits)	300,000	556,797	23,000	15,000	4,091	2,723	4,000	2,364	1,181	...	...	...	...	...	...	...
Malayalam (S. India)	199,501	193,200	10,370	3,151	112	207	1,071	1,078	80	...	...	...	...	...	...	...
Merlimau (Straits)	175,000	137,650	6,415	5,830	...	...	...	...	...	...	...	...	...	...	...	...
North Hummock (F.M.S.)	100,000	38,811	4,043	1,747	210	40	150	606	245	...	...	...	...	...	...	...
Orkness River (S. India)	19,000	8,400	915	187	...	...	...	...	...	...	...	...	...	...	...	...
Padang Jawa (F.M.S.)	51,500	44,015	897	535	...	...	...	...	...	...	...	...	...	...	...	...
Rauli (S. India)	175,000	213,000	3,505	2,790	1,039	1,839	495	2	...	...	...	...	...	...	...	...
Rim (Malacca (Straits))	67,000	40,737	3,550	791	235	435	415	...	...	...	...	...	...	...	...	...
R. E. of Bontora (Ceylon).	67,000	32,440	1,791	781	...	...	...	...	...	...	...	...	...	...	...	...
R. E. of Krian (F.M.S.)	100,000	59,357	1,879	899	388	...	...	...	...	...	...	...	...	...	...	...
S. S. of Krian (F.M.S.)	100,000	59,357	1,879	899	388	...	...	...	...	...	...	...	...	...	...	...
Sedarak (Johore).	80,000	61,591	5,000	1,480	...	...	...	...	...	...	...	...	...	...	...	...
Sekong (Johore).	60,000	31,600	4,234	701	...	...	...	...	...	...	...	...	...	...	...	...
Sekong (Borneo).	67,000	43,388	8,777	280	145	63	67	...	...	...	...	...	...	...	...	...
Selaba (F.M.S.)	125,000	83,998	3,270	1,781	549	551	474	412	...	...	...	...	...	...	...	...
Sempah (Straits)	60,000	43,520	1,007	704	57	159	143	57	...	...	...	...	...	...	...	...
Sialang (Sumatra)	100,000	66,500	7,700	911	...	...	...	...	...	...	...	...	...	...	...	...
South East Borneo (Dutch Borneo).	40,000	30,355	3,163	245	...	...	...	...	...	...	...	...	...	...	...	...
Sumatra Para (Sumatra).	100,000	81,000	5,000	1,837	691	86	168	616	276	...	...	...	...	...	...	...
Sungei Bahu (Straits)	55,000	40,827	1,443	1,058	225	...	...	...	...	...	...	...	...	...	...	...
Sungei Buiya (Sumatra)	61,000	31,600	2,565	984	60	330	133	133	...	...	...	...	...	...	...	...
Sungei Liang (F.M.S.)	36,500	17,200	3,064	109	...	...	...	...	...	...	...	...	...	...	...	...
Tanjong (Sumatra).	70,000	50,473	8,46	3,000	...	...	...	...	...	...	...	...	...	...	...	...
Tillymore (Ceylon).	65,500	31,601	1,770	918	...	...	...	...	...	...	...	...	...	...	...	...
Trautson (S. India)	31,500	17,103	2,063	87	...	...	...	...	...	...	...	...	...	...	...	...
Tremelby (Selangor).	58,552	46,656	2,188	1,481	108	249	1,074	20	...	...	...	...	...	...	...	...
United Serdang (Sumatra).	181,000	104,091	11,283	7,250	285	1,088	2,453	2,455	...	...	...	...	...	...	...	...
Val d'Or (Straits)	78,150	57,670	2,860	400	...	...	...	...	...	...	...	...	...	...	...	...

Some Other Details.

For convenience of comparison we give the figures from Mr. Shephard's previous table in addition to those which relate to the new table given above:

AVERAGE PRICE PER ACRE AT DIFFERENT AGES ON MARKET VALUATION.

For Trees Planted in

	Average for Whole Area										
	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909
The Old Companies Market Valuation Sept. 15, 1909.	Price £116	£71	£61	£51	£43	£36	£31	£26	£21	£16	£11
The New Companies Market Valuation Feb. 16, 1910.	Price £142	1,448	946	876	748	619	410	294	184	106	53

	The Old Companies	The New Companies
Average age of Rubber in Companies examined	3 years.	2.7 years.
Average book cost per acre	£39.34	£51.8
Average cost, less reserve funds, etc., per acre	37.62	...
Total acres of land held by the Companies	338,891	107,857
Total number of acres planted with rubber	121,595	76,178
Unplanted	217,296	31,679

Amount of Capital Invested.

	The Old Companies	The New Companies
Total capital issued by the Companies	£5,040,601	£4,576,530
Total market valuation (Old Companies Sept. 15, 1909; New Companies Feb. 16, 1910)	10,927,193	12,971,772
Reserves and undivided profits	330,836	52,571
Loans, mortgages, etc.	4,607,688	5,281,931
Total cost of the estates	...	...

Notes:—Anglo-Sumatra has £144 reserves and undivided profits; Federated Malay has £4,587 do.; Kepong Malay has £5,028 reserves and profits; Selaba has £1,004 reserves and £5,000 debentures; North Hummock has £770 reserves; Sumatra Para has £4,077 reserves; United Serdang has £1,748 reserves; Sialang has £1,000 do.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co.—

Alajar	8/6	Anglo-Malay	34/6	Batung	150/- ex d.	Bertams	12/6 ex rights	Bukit Kajang	100/-	Bukit Rajah	55/-	Carey United	42/- prem.	Castelfield	120/-	Changkat Serdang	320	Cheras	515	Damansara	170/-	Eastern International	45/- sa. prem.	Fed. Selangor	350/-	Glenaly	54 buy.	Glenfield	160/-	Golconda	145/-	Golden Hopes	170/-	Highlands and Lowlands	180/-	Indragiri	548	Inch Kenneth	365/-	Jequies	14/3	Jonglondong	30/- prem.	Kamuning	10/5 prem.	Kuala Lumpur	220/-	Landrone (fully paid)	165/-	Landrone (ppd.)	112/6 prem.	Labus	175/-	Ledbury	100/-	Linggis	60/-	London Asiatics	160/-	London Ventures	15/-	Merlimau	8/-	Pajamas	521	Pegohs	570	Rubber Trusts	84/6 prem. ex. n. i.	Sagga	320/-	Sandycrofts	55 ex rights	Sapong	140/-	Seafelds	155/- prem.	Sekong	40/-	Shelford	85/-	Singapore & Johore	302/-	Sumatra Para	18/3	Sungei Chohs	110/-	Sungei Kapars	170/-	Tanjong	88/- prem.	Tangkalis	44/- prem.	Ulu Rant	110/- ex n. i.	United Serdang	162/6	United Sumatra	542	United Langkat	102/6 ex rights
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MOTOR BOATS IN CANTON.

IND. STAY ACTIVE IN HONGKONG.

Every day one observes evidences of the increasing use by the Chinese of motor boats. Even at such outlying places as Aberdeen and Shelter Bay one will have one's ears assailed with the "Chut-Chut" of the motor. The building of these craft is growing into an important industry both for local supply and for the Canton and West Rivers. Motor boat races figure always on the fixture card of the Corinthian Yacht Club, but that class of boat, however, is generally only kept for pleasure outings. That the motor boat is being largely used for utilitarian purposes—either for freight or passenger—is abundantly evident. As the U. S. Consul-General at Canton pointed out in his last report, the market for steam launches is practically closed to outsiders, the Chinese having taken the thing in their own hands. And, after all, steam launches are not so convenient for the work that has to be done by coasting and river craft, as motor boats. There are three forms of motors on the market, all of which are thoroughly practical, and all of which may be applied to craft for use in Chinese waters, with suitable arrangements. There is the electrically driven boat; the motor boat proper, by which is meant the petrol or petroleum-driven boat; and the suction gas-driven boat.

Of these, the electrically-driven boat is by far the most convenient, but it is the most expensive, and it demands, in addition to a high price, a knowledge of electricity on the part of those using the boat, or of someone in their employ, and convenience for charging the accumulators which supply current to the motor. So far, also,

has not been applied, so far as the writer is aware, to sailing craft. There is no reason that it should not be applied, other than the expense, the want of the requisite knowledge to enable the plant to be looked after, and the convenience for charging. It is probable that a very good service between different points on some of the large Chinese rivers, and even on the Chinese coast, might be established by means of electric launches, charging stations being arranged at convenient points at the end of the run. The electrically-driven boat is the most convenient. It is more easily controlled than any of the others. The screw shaft is really a continuation of the axle of the motor; the accumulator cells are conveniently stowed under the bottom boards, and control of speed, convenience of steering, and reversal of the screw, is more easily accomplished than with any other form of driving power. The whole arrangement resolves itself into the movement of one or two levers at the

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The daily line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA to VANCOUVER, 31 DAYS HONGKONG to VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 23RD.
"EMPRESS OF CHINA" SATURDAY, JUNE 12TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	

"Empress" Steamers will depart from Hongkong at 7 A.M.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$45.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For Steamship On

SINGAPORE, PENANG & CALCUTTA, KUMSANG	SATURDAY, 9th April, Noon.
SHANGHAI	..... KWONGSANG, SUNDAY, 10th April, Daylight.
MANILA	..... KWONGSANG, FRIDAY, 15th April, 4 P.M.
TIENSIN	..... CHONGSHING, SATURDAY, 16th April, Noon.
SINGAPORE, PENANG & CALCUTTA, FOOSANG	..... WEDNESDAY, 27th April, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kangsang*, *Namsang* and *Posang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215, 100, Queen's Road, 7th April, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

SHANGHAI	..... "CHINHUA" 10th April, Daylight.
CEBU & ILOILO	..... "BUNGIANG" 11th April, 4 P.M.
MANILA	..... "TRAN" 11th April, 3 P.M.
TINGTAU, WEIHAWEI, CHEFOO	..... "NAHONG" 12th April, 3 P.M.
TIENSIN	..... "HUIHONG" 12th April, 4 P.M.
SHANGHAI	..... "CHEMAN" 14th April, 4 P.M.
MANILA	..... "TAYAN" 17th April, Daylight.
SHANGHAI	..... "ARHUI" 19th April, 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	..... "TAIYUAN" 21st April, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chewan*, *Lian*, *Chinwa*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 15, 100, Queen's Road, 8th April, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
SAIRO	8140	R. K. ...	MANILA	SATURDAY, 9th April, at Noon.
RUBI	8140	A. F. ...	"	SATURDAY, 16th April, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th April, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET/SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through-Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.
Do.	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Saito	SATURDAY, 9th April, at 8 A.M.
TAMSUU via SWATOW & AMOY	"DAIGO MARU" Capt. H. Murayama	TUESDAY, 12th April, at 10 A.M.
ANPING via SWATOW and AMOY	"GOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 13th April, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th April, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"MIYASAKI MARU" Capt. T. Murai, Tons 9200 "KITANO MARU" Capt. F. E. Cope, Tons 9000 "IYO MARU" Capt. T. L. Harrison, Tons 7000	WEDNESDAY, 13th April, at Daylight. WEDNESDAY, 27th April, at Daylight. WEDNESDAY, 11th May, at Daylight.
VICTORIA, B.C., & SEATTLE	"KAMAKURA MARU" Capt. K. Kori, Tons 6500	SATURDAY, 23rd April, From KOBE.
VICTORIA, B.C., & SEATTLE, Via HANGHAI, MOJI, KOBE, YOKAICHI and YOKOHAMA	"INABA MARU" Capt. K. Kawai, Tons 7000 "TAMBA MARU" Capt. K. Saito, Tons 7000	TUESDAY, 26th April, Noon. TUESDAY, 24th May, at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU" Capt. T. Sekine, Tons 5000 "NIKKO MARU" Capt. M. Yagi, Tons 6000	FRIDAY, 15th April, at Noon. FRIDAY, 13th May, at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	"HAKATA MARU" Capt. J. Dring, Tons 7000	TUESDAY, 19th April, at Noon.
SHANGHAI AND KOBE	"BOMBAY MARU" Capt. Teraoka, Tons 5000	TUESDAY, 12th April, at Noon.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi, Tons 6000	WEDNESDAY, 13th April, at Noon.
KOBE AND YOKOHAMA	"HIRANO MARU" Capt. H. Fraser, Tons 5000	THURSDAY, 14th April, at Noon.

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class..... \$120	\$110	\$100	\$90
and	\$80	\$70	\$60

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KOSUMOTO,

Manager.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA" Captain Belsito, will be despatched as above TUESDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 7th April, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN" Captain J. G. Offelt, will be despatched for the above Ports on TUESDAY, the 12th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 7th April, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE" Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd March, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERIG" will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to ARNOLD, KARBURG & CO., General Agents.

Hongkong, 14th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA VANCOUVER B.C. TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing Date
Swetic	4,650	F.W. Davies	11th May
Oceanic	4,650	J. Mahie	11th June
Kumorio	6,232		11th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

* For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to P. A. LAPICQUE & CO., Agents at Hongkong, 100, Queen's Buildings, Hongkong, 26th January, 1910.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK AND BOSTON S.S. "DACKER OASTLE" On 12th April.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 26th March, 1910.

Intimations

"SOLIGNUM"

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects, and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of various colours.

Prospectus and all further information from SIEMSEN & CO., (Machinery Dept.) Hongkong, Sole Agents.

Hongkong, 7th December, 1900.

JAPANESE MASSAGE.

MASSAGE MEIJI SHA,

GRADUATE OF KOBE MESSAGE SCHOOL.

ATTENDANCE AT PATIENTS' RESIDENCE.

No. 17, WANCHAI ROAD, GROUND FLOOR.

Hongkong, 10th January, 1910.

A TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES: At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE, Leighton Hill Road.

Hongkong, 23rd March, 1910.

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SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIS & Co. Corrected to noon: later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,001,819	£2.5/- for half year ending 31.12.09 @ ex 1/4 = \$25.11	4 %	\$980 sellers London \$89 10.
National Bank of China, Limited	90,025	7	£6	\$4,000 \$4,000 \$4,000	\$30,358	\$2 (London 2/6) for 1909 .....	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	15	£5	Tls. 225,000 Tls. 225,000 Tls. 225,000	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	...	Tls. 215 buyers
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$8,464,801	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$910 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$707,627	\$12 and bonus \$3 for 1907	7 %	\$850 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$168,711	\$27 for 1907	8 %	\$387 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500 \$7,500 \$7,500	\$1,021	\$1 for 1906 .....	...	\$8 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$500,000 \$500,000	Nil	\$1 for year ending 30.6.1908 .....	...	\$32 buyers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,200,000 \$1,200,000	\$80,166	Final of \$1 1/2 for account 1910	8 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	\$100,000 \$100,000 \$100,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/4 11/16 = \$3. 154 .....	...	\$75 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$2,000,000 \$2,000,000 \$2,000,000	£69,827	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	60/- buyers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$10	\$100,000 \$100,000 \$100,000	\$8,121	\$1.00 for year ending 10.4.1909	4 1/2 %	\$26 1/2 \$144 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$167 ex div.
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$115,601	\$3 for 1897 .....	...	\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,028	Tls. 10 for year ending 31.8.09 .....	...	Tls. 850 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	£171,000 £171,000 £171,000	none	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 Pa. 10 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4 1/2	Dr. £2,298	No. 12 of 1/- = 48 cents .....	...	\$8 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fawcett (Geo.) & Co., Limited	12,000	\$25	\$25	\$300,000 \$300,000 \$300,000	Dr. \$7,422	\$1.75 for year ending 31.12.08 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$3,300,000 \$3,300,000 \$3,300,000	\$10,102	None .....	...	\$59 1/2 ex div.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$132,715	Interim of \$1 1/2 for account 1909 .....	...	\$58 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	Tls. 6,361	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 81
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 120	Tls. 100	Tls. 4,200,000 Tls. 4,200,000 Tls. 4,200,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 125
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 120	Tls. 100	Tls. 3,000,000 Tls. 3,000,000 Tls. 3,000,000	Tls. 4,734	Tls. 6 for year ending 30.2.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845 \$751,845 \$751,845	\$24,611	\$1.20 on old and 60 cents on first new issue interim of \$2.40 on old and 40 cents on new shares for account 1909 .....	...	\$16 buyers \$107 1/2 ex div. \$8 1/2 ex div. \$101 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$60,000 \$60,000 \$60,000	\$19,372	Interim of 3/4 for account 1909	6 1/2 %	\$8 1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1 1/2	\$1 1/2	\$12,000 \$12,000 \$12,000	\$27,000	45 cents for 1909	6 %	\$8 1/2 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,471	\$2 1/2 for 1909	5 1/2 %	\$28 buyers
Kowloon Land and Building Company, Limited	5,000	\$50	\$30	\$250,000 \$250,000 \$250,000	\$2,900	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 106 1/2
Shanghai Land Investment Company, Limited	28,000	Tls. 50	Tls. 50	Tls. 1,400,000 Tls. 1,400,000 Tls. 1,400,000	Tls. 14,404	Final of \$2.80 for account 1909	8 1/2 %	\$42 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	...	...	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 20,091	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 139 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 40,098 Tls. 40,098 Tls. 40,098	\$9,553	50 cents for year ending 31.7.08 .....	...	\$6 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.08 .....	...	Tls. 61 sellers
Lao-keng-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 200	Tls. 120	Tls. 1,600,000 Tls. 1,600,000 Tls. 1,600,000	Tls. 4,829	Tls. 6 for 1909 .....	...	Tls. 70 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 25,911	Tls. 50 for 1908 .....	...	Tls. 300 ex div
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,100 \$1,100 \$1,100	£648	15 % per share for 1908 .....	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	£40,000	60 cents for 1909	10 %	\$11 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,128	50 cents for year ended 28.2.08 .....	...	\$6 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$5,407	80 cents for 1909	8 1/2 %	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$3,000,000 \$3,000,000 \$3,000,000	\$1,800	\$1.20 for year ending 31.7.09	8 1/2 %	\$18 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$3,756	Interim of 35 cents for account 1909	10 %	\$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$3,000	8 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5,195	\$1 and bonus 30 cts. for year ending 29.2.09	6 %	\$20 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7016	Final of \$3 for 1909	10 %	\$160 ex div.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$8,790	Final of \$1 making in all \$1 for 1909	8 1/2 %	\$21 buyers
Maatschappij tot Exploitatie van Landbouwerij op de Looi in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500 Tls. 547,500	Tls. 316,682	4th interim of Tls. 12 1/2 for 1909	6 1/2 %	Tls. 1,450 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$5,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.1.09	6 1/2 %	\$15 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None .....	...	\$12 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 350 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None .....	...	\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$63	40 cents for year ending 31.5.09	8 1/2 %	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.03	5 %	\$9 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$50,000 \$50,000 \$50,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$6 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 50 cts. for the year ended 30th June, 1906	\$3

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Announcements

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



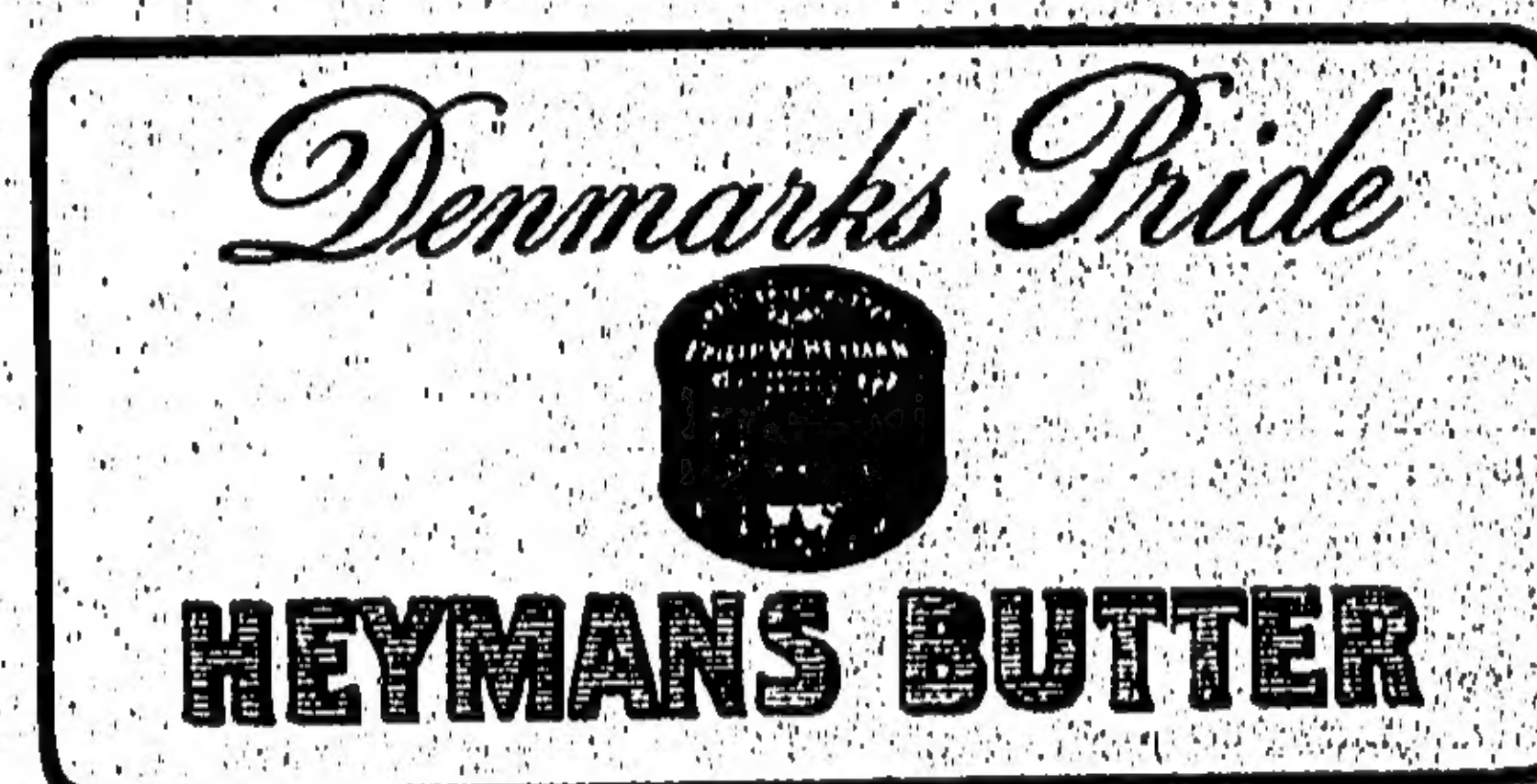
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High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Orientales Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

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AGENTS.

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REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

Hongkong, 1st August, 1909.

YEE SING,
NO. 4, D'AGUILAR STREET.
MANUFACTURE WHOLESALE AND
RETAIL DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.
Hongkong, 17th December, 1909.MOHIDEEN &
CO.
FINEST ASSORTED
COLLECTION
OF
CEYLON
JEWELLERY
AND
GEMS
of all kinds in stock.

Gold Guaranteed.

2B, D'AGUILAR STREET,
HONGKONG.

Hongkong, 26th March, 1910.

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THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

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H.B.M. Naval and Military
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Chinese Spar, Chinese Pine of all descriptions.
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Quick Delivery.
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Managing Director.

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